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OTTAWA PLANNING AREA BOARD

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OFFICIAL PLAN OF THE OTTAWA PLANNING AREA

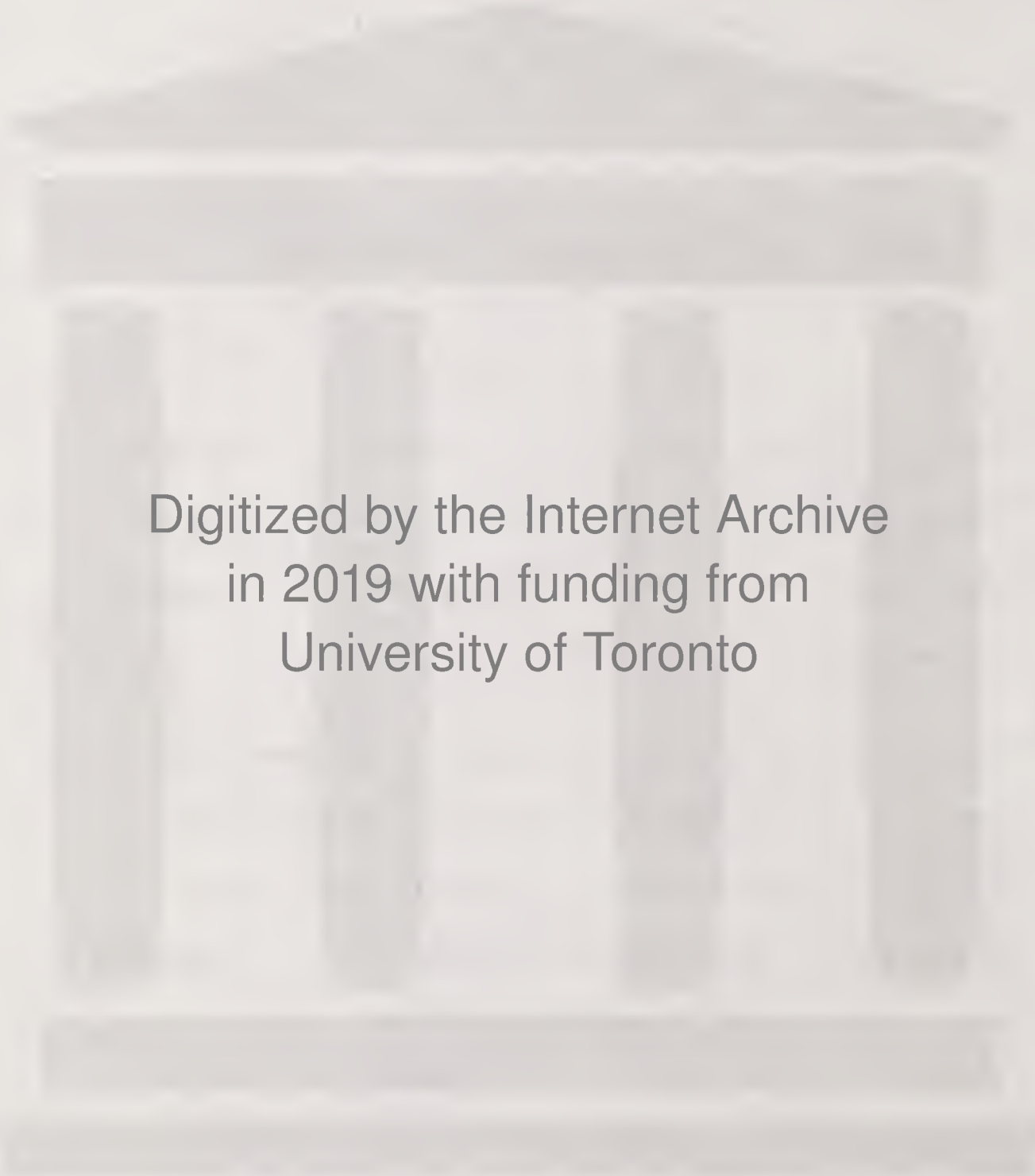
As Amended by Amendments Nos.
1, 2, 3, 4, 6, 9, 10, 11, 12, 13, 17, 18,
19, 20, 21, 22, 23, 24, 25, 28, and 30

OFFICE CONSOLIDATION

Only the Chapters constitute the Official Plan of the Ottawa Planning Area. The Appendices are included to clarify intent and provide generally ancillary background information.

This edition is prepared for purposes of convenience only, and for accurate reference recourse should be had to the Original held by the Secretary of the Ottawa Planning Area Board or the Duplicate Originals deposited in the Registry and Land Titles offices

Note: Amendments Nos. 5, 7, 8, 14, 15, 16, 26, 27 and 29 have been withdrawn, rejected or are still under consideration.



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OFFICIAL PLAN
OFFICE CONSOLIDATION
OFFICIAL PLAN OF THE OTTAWA PLANNING AREA

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DECEMBER, 1966

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CHAPTER I

PLAN PROCEDURES

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CHAPTER I
PLAN PROCEDURES
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FORMAT

The Official Plan of the Ottawa Planning Area shall consist of chapters, each of which deals with a different aspect of the Official Plan as follows:

Chapter I and Appendix I	Procedures
Chapter II and Appendix II	Land Use
Chapter III and Appendix III	Roads
Chapter IV and Appendix IV	Park and Recreation Areas
Successive chapters and appendices	Other aspects of the Official Plan

Except for Chapter IV, each chapter shall consist of that part of each amendment known as "Part B - The Amendment". The pages in each chapter and in each corresponding appendix shall be numbered independently of other chapters or appendices. Upon approval of Amendment No. 17, Amendment No. 2 as amended by Amendments 9, 11, 12, 13, 18 and 21 shall become Chapter IV without change in content.

CHAPTER I
PLAN PROCEDURES
OTTAWA PLANNING AREA

OFFICIAL NAME

Chapter I shall be known as Plan Procedures.
Chapter II shall be known as Plan of Land Use.
Chapter III shall be known as Plan of Roads.
Chapter IV shall be known as Plan of Parks.
Further chapters shall be similarly designated.

DISTRICTS

That part of the Ottawa Planning Area located within the inner limits of the Greenbelt is divided into Districts as shown on Schedule A of Chapter I.

SECTIONAL METHOD FOR PROCESSING AMENDMENTS

The sectional method is the use of a portion of the map for amendment purposes. The map portions to be utilized, except for amendments dealing with Park and Recreation Areas, are the Districts shown in Schedule A of Chapter I. The map portions to be utilized for amendments dealing with Park and Recreation Areas are the Neighbourhoods shown in Schedule B of Chapter I. Either Schedule A of Chapter I or Schedule B of Chapter I, whichever is applicable, shall be included as a schedule in the appendices of all future amendments if the sectional method is used.

IMPLEMENTATION

These procedures shall be followed in all future amendments to the Official Plan. Minor procedural modifications may be used without amendment to Chapter I.

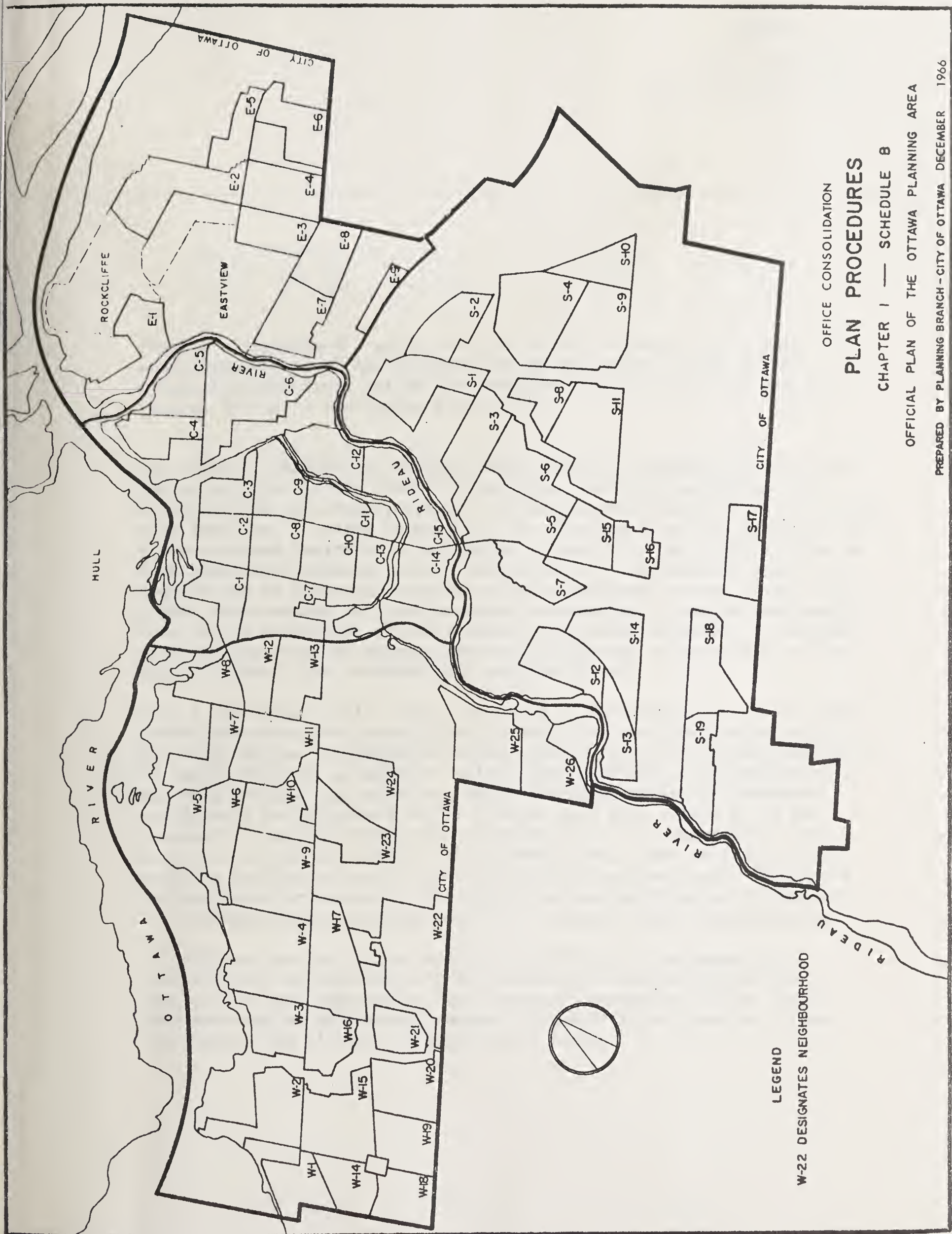
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INTERPRETATION

Interpretation of this Amendment shall be made having regard to the information contained in all chapters.

All district boundaries shown in Schedule A of Chapter I and all neighbourhood boundaries shown in Schedule B of Chapter I are subject to minor variation without amendment to the Official Plan.

This Amendment shall be known as Plan Procedures.



OFFICE CONSOLIDATION

PLAN PROCEDURES

CHAPTER 1 — SCHEDULE B

OFFICIAL PLAN OF THE OTTAWA PLANNING AREA

PREPARED BY PLANNING BRANCH - CITY OF OTTAWA DECEMBER 1966

APPENDIX I
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"Part C - Appendix I", which consists of the following text, does not constitute a part of Amendment No. 17 to the Official Plan of the Ottawa Planning Area, but is set forth to clarify intent and provide general ancillary background information.

The Official Plan of the Ottawa Planning Area is presently under review, and in addition to the Plan of Procedures, two other aspects of the Official Plan have been prepared, one dealing with Roads and one dealing with Land Use. Further aspects will be prepared from time to time. It was considered desirable to establish a format for the Official Plan so that additional aspects may be incorporated in a systematic manner. A chapter and an appendix therefore will be assigned to each aspect. By paging each chapter and each appendix independently, and by designating each map as a schedule of the chapter or appendix to which it relates, pages and maps can be added or deleted easily and consolidation of the whole Official Plan document will be facilitated.

When a relatively small area is affected by an amendment, the sectional method is proposed to be utilized to avoid the need for inclusion of the total map as a schedule to an amendment. For this reason, that part of the Planning Area contained within the inner limits of the Greenbelt has been divided into sections, which correspond with the Districts established as background to the Plan of Land Use. Since it is not proposed to amend the context of Amendment No. 2 as amended by Amendments 9, 11, 12, 13 and 18 at the present time, these sections cannot apply to amendments dealing with Park and Recreation Areas. Therefore, the sections for amendment of Park and Recreation Areas were selected to correspond with the Neighbourhoods as established by Amendment No. 2.

In addition, to facilitate reference to Official Plan amendments, provision for naming each chapter according to the subject of the chapter has been included in this Procedure Amendment. Thus, legal reference may be made to each aspect of the Official Plan, e.g. Plan Procedure, Plan of Land Use and Plan of Roads.

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CHAPTER II

PLAN OF LAND USE

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CHAPTER II
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The Land Use Plan includes the following categories:

- Major Open Space Area
- Government Functional Area
- Major Institutional Area
- Major Industrial Area
- Major Shopping Area
- Central Area
- Residential - Office Area
- Residential Area

CHARACTERISTICS OF LAND USE CATEGORIES

Major Open Space Area

The Major Open Space Area category is intended to include: major park and recreation areas; cemeteries; non profit tree nurseries; Parkways, Driveways and landscaped roadways; open areas of Freeways where these are associated with other open space uses (e.g. interchange areas), or where the Freeways themselves are extensively landscaped to act as significant open spaces; public utility installations in an open space setting and/or associated with other open space uses (e.g. water tower, reservoir, hydro right-of-way); Lansdowne Park; Rideau Hall Grounds.

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Where lands that are designated as Major Open Space Areas are held in private ownership, this plan does not indicate that these lands necessarily will remain indefinitely as open space, nor shall it be construed as implying that areas designated as Major Open Space are free and open to the general public or will be purchased by the municipality at any particular time. Privately owned lands designated as Major Open Space Areas on Schedule A of Chapter II are shown as Major Open Space Areas with the letter T superimposed and are shown in the Legend as Temporary Open Space Area.

Government Functional Area

The Government Functional Area category is intended to include: uses included in the Major Open Space Area category; federal government and federal government agency building groups in a landscaped or open space setting (exclusive of federal government or federal government agency permitted in rented space); the Central Experimental Farm; the Rockcliffe Airport; the Uplands Airport; the National Research Council on Montreal Road.

Major Institutional Area

The Major Institutional Area category is intended to include: large public and institutional uses on sites which, in size and scale, tend to define residential areas, or are geographically located so as to be isolated from residential areas; public utility installations not in open space settings but which, combined with other public and/or institutional uses, form a significant non-residential use area.

Major Industrial Area

The Major Industrial Area category is intended to include: large areas primarily characterized by industry and ancillary commercial uses which broadly supplement the industrial nature of such an area by way of service.

Major Shopping Area

The Major Shopping Area category is intended to include intense shopping and commercial service areas which have regional market appeal, contain a major department store, comprise one or more commercial sites not arranged lineally along a street, and in size, scale and character do not form part of the residential scene.

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Central Area

The Central Area category is intended to include all types of uses except industrial uses with nuisance features and uses incompatible with the function of the Central Area, but including service industry and other industrial uses ancillary to the primary uses of the Central Area.

Residential - Office Area

The Residential - Office Area category is intended to include office uses and any uses included in the Residential Area category, according to the next following paragraph.

Residential Area

The Residential Area category is intended to include: all dwelling uses; uses which provide the residential area with community facilities (e.g. schools, local parks and playgrounds, churches, public libraries, police and fire stations, health centres, small scale public utility and institutional uses, local shopping and commercial service facilities), district shopping and commercial service facilities and industrial uses with limited nuisance features provided these district shopping and commercial facilities and industrial uses can be relatively isolated from the main body of the residential area by such features as geographic location, topography, or other significant barriers (e.g. screening, landscaping and open space), or provided that traffic circulation to and from these uses is arranged so that a minimum of disturbance is permitted to affect any adjacent residential area; Parkways, Driveways and landscaped roadways.

IMPLEMENTATION

The land use shown in Schedule A of Chapter II shall be implemented by the approval of zoning by-laws to comply with the intent of this Amendment.

Notwithstanding the definition of a Major Open Space Area, certain Major Open Space Areas proposed to contain parkways may be zoned to correspond with the zoning on adjacent lands, where the lands to be zoned are owned by the Federal Government but the exact location of the future parkway has not been determined and therefore cannot be dimensioned in the zoning by-law.

Notwithstanding the definition of a Major Industrial Area, the area in District E bounded by Tremblay Road on the north, the Canadian Pacific Railway on the south, Belfast Road on the west and one property depth on the east side of Avenue U on the east may be zoned as Residential. Any future rezoning back to industrial uses will be effected in a progressive manner to avoid any detrimental effect on the remaining residential properties.

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Notwithstanding the definition of a Residential Area, one lot depth on both sides of Clifton Avenue, in District 3, commencing at a point approximately 100' north of Richmond Road and continuing in a northerly direction to a point approximately 100' south of Scott Street may be zoned as Residential and the surrounding area may be zoned as Industrial.

"Notwithstanding the definition of a Major Industrial Area, an area bounded by Beech Street on the south, Champagne Avenue on the west, the Queensway on the north and a C.P.R. track on the east may be zoned as Residential until such time as an orderly redevelopment to industrial use can be effected."

INTERPRETATION

The application of this Amendment shall be limited to the area of the City of Ottawa.

With respect to the Temporary Open Space Area category, should proposals to develop such lands be made and should the municipality determine not to purchase such lands for the purpose of maintaining their open space character, then an application for the redesign of such lands for other purposes will be given due consideration by the municipality.

The designation of land use categories in Schedule A of Chapter II is intended to show general use area, the boundaries of which are flexible and subject to minor variation without amendment to the Official Plan, except in the case of boundaries established by Parkways, Freeways, railways, rivers and canals, subject to the definitions of the land use categories.

Only those areas shown white on Schedule A of Chapter II shall be considered as Residential Areas.

All lands within 300' to 400' of the Queensway within Residential Areas, shall, wherever possible, be used for commercial and light industrial purposes according to the criteria set out in the Residential Area category.

With respect to the Major Industrial Area south of the Walkley Road, the use of the lands fronting on Walkley Road shall be for prestige industrial sites only, and similarly, all the lands within the Major Industrial Area lying south of the centre line of the O.H.E.P.C. right-of-way shall be for prestige industrial sites only.

Interpretation of this Amendment shall be made having regard to information contained in all Chapters of the Official Plan.

This Amendment shall be known as the Plan of Land Use.

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BASIC APPROACH

In approaching the problem of establishing a comprehensive plan for the urban area of Ottawa within the inner limits of the Greenbelt, it was considered that a system of organization was necessary to relate the various aspects of the plan, and that such a system should simplify the administration of the whole plan as well as accommodate future planning analysis of the urban area and its parts. It was recognized that this kind of a system must be based on the elementary land use pattern of the whole area under consideration.

Following this reasoning, study of existing and proposed land uses established that there is substantial acreage, organized in significantly large areas, which is broadly non-residential in character, and which is located so as to define those areas which are broadly residential in character. By separating these two kinds of areas from one another a picture of the structure of the urban area was achieved. By thus defining the residential areas and assigning broad land use categories to the non-residential areas, and their parts, a picture of the functions of the urban area was achieved.

STRUCTURE

In the interests of analysis and administration, the broad land use structure established was divided into two kinds of districts:

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Non-Residential Districts - identified as Districts A to F on Schedule B of Appendix II.

Residential Districts - identified as Districts 1 to 17 on Schedule B of Appendix II.

Non-Residential Districts

These districts consisted of large areas of non-residential use acting as the cornerstones to the structure of the urban area, and easily isolated as having limited impact on detailed residential development, or little relation to the provision of such community facilities as high schools, elementary schools, parks, hospitals, shopping facilities, and the like. Generally these were industrial, open space, or government functional areas which did not have commercial use as a major characteristic.

Residential Districts

These districts, excepting the district containing the Central Area, were large areas of residential development approximating service areas of high schools and in addition had the following characteristics:

1. generally containing commercial development of many kinds;
2. generally involving the major park and parkway system;
3. involving some open space or industrial or government functional areas, which formed part of the general scene, but which were not of sufficient significance to be isolated as Non-Residential Districts.

The Residential Districts thus described were further subdivided into Planning Units as shown on Schedule B of Appendix II as 1a, 1b, 3c, 4d, 8f etc. The essential aim in creating Planning Units was to establish local areas of urban development where the standards of the residential environment could be maintained or improved by minimizing disturbing traffic influences, and maximizing the use of elementary schools and local parks located within the area.

On this basis the following were applied in their order of priority as the delineation criteria in the selection of boundaries for the Planning Units:

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1. Major streets and significant physical barriers;
2. Existing elementary school district boundaries;
3. Significant changes in land use, especially where uses other than residential, not already isolated, created barriers between residential areas;
4. Dominion Bureau of Statistics Census Tract boundaries;
5. Residential building types and age;
6. Apparent social or ethnic groupings of people.

Uses other than residential generally excluded from Planning Units were:

1. Major parks and parkways;
2. Major shopping and business areas;
3. Significant industrial areas not already excluded by Non-Residential Districts A to F;
4. Large open spaces and institutional uses not already excluded by Non-residential Districts A to F
e.g. hospitals, seminaries, government building complexes, cemeteries.

Though these could have some impact on Planning Unit development, due to their scale or geographic location they were not considered to be fully integrated uses of the unit, but fringe uses giving the unit form or shape.

Uses other than residential generally included in the Planning Units were:

1. Schools;
2. Local parks and playgrounds;
3. Local and district shopping, commercial, and service facilities;
4. Other local community facilities such as police and fire stations, health centres, churches and church halls.

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These uses were considered to be fully integrated into the Planning Unit development due to their scale, form, or geographic location, providing the necessary residential amenities and contributing to the particular character of the immediate residential scene.

In the first instance these criteria were to be applied to the point of Planning Unit organization for the whole of the urban area within the inner limits of the Greenbelt. However, to accommodate administration, it was considered advisable to deal only with the City of Ottawa at this time. For this reason Planning unit boundaries on Schedule B of Appendix II are shown to the Ottawa City Limits only and certain inconsistencies in the application of the criteria may occur at these limits. However, the District organization has been carried to the inner limits of the Greenbelt and further subdivision into planning units is possible without difficulty or major disruption to the system.

The elementary organization thus achieved was considered to be an adequate analytical and administrative basis that could be used to relate other general planning aspects and studies of the urban area (e.g. Planning Unit Studies, Urban Renewal Studies).

FUNCTIONS

General

Having defined the residential areas, as described above, and in order to establish the General Land Use aspect of the plan, use categories were assigned to the areas, other than residential, as shown on Schedule A of Chapter II. The selection of the categories was based on the necessity to achieve a workable measure of flexibility in the implementation of the plan by the Municipality, and still provide general guidance to the public as to the intent of the Municipality with respect to land use development. For this reason fairly broad land use categories were selected, which, in addition, were consistent with the approach to the structural organization of the urban area, previously described, and to which this General Land Use aspect is related.

Land Use Areas

Major Open Space Areas

These areas were intended to be generally large open landscaped areas, rather passive in nature. Although recreation, public utility,

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and traffic artery functions may be contained within such areas, it was considered that the impact of those activities would likely be muted by landscaping.

With respect to the Temporary Open Space Areas, it was considered that, by establishing this category, sufficient notice would be given to all who might be concerned with the provision of land for open space, and that the open space would not necessarily remain as such for all time.

Government Functional Areas

Federal government activities cover a wide scope of uses ranging from agricultural through administrative to industrial. These are contained in individual federal government buildings, building complexes, in rented space throughout the urban area and in open spaces such as the Dominion Experimental Farm and parts of the National Research Council. The Farm is located on a very large open area cultivated with experimental crops and partly occupied by rather widely spaced administrative buildings. The National Research Council is also located on a rather large tract of land, part of which is utilized for outdoor experiments related to research functions. Those parts of the site might be described as open in use.

Except for government offices in rented space, individual government buildings and building complexes containing the remaining range of federal government activities are located on rather large, well landscaped sites, and, for the most part, are administrative centres denying description solely as commercial, institutional, industrial or office uses. Rented space is less characteristic of government use, being part of the normal business development of the urban area. With continuation of the federal government decentralization program similar use of government lands in non-central areas may be anticipated. This being the case, it was considered advisable to establish a Government Functional Area category which would embrace the whole range of government functions and imply a general characteristic of open use or buildings in a somewhat open landscaped setting, while still recognizing that such areas are rather active in nature, but with limited nuisance features. Additionally it was considered to be important to set these areas apart as separate entities since they are prime centres of employment, with government employees constituting a large percentage of the labour force.

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Major Institutional Areas

These areas were intended to be quasi-active areas, somewhat akin to the physical character of the Government Functional Areas, except that they may not enjoy the same degree of landscaping. It was necessary to establish this category in order to account for portions of the non-residential acreage which, in functional terms, denied classification in any other non-residential use category, but which, in structural terms, aided the area definition of the Planning Units.

Major Industrial Areas

These areas were intended to be quite active in nature and primarily characterized by industrial use. It was considered necessary to include ancillary commercial features as secondary functions to provide a wide enough range of supplementary service.

Major Shopping Areas

These areas were intended to be highly active areas containing intense shopping and service facilities related to the regional consumer market, as opposed to the less intense district or local commercial areas which were considered to be part of the residential scene. As a general rule it was intended that these areas would take on a large scale "shopping centre" form or become a group of smaller scale "shopping centres" related by location but, in total, having the attributes essential for service to the regional consumer market.

Central Area

The Central Area, as the parent commercial area of the entire urban complex, was intended to be the most active area in the whole urban scene. In addition to having all the attributes of the Major Shopping Areas this is the area where private office concentrations, some industry, and most services of a city-wide scope should be found. It was therefore considered advisable to permit all uses except industrial uses having nuisance features and uses incompatible with the Central Area function.

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Residential Areas

As already implied by previous discussion, the Residential Areas are the residual areas resulting from the isolation of the non-residential use areas in the structural organization. To a large extent it was intended that they function as dormitory areas in a well balanced and well serviced environment. On this basis, all the community facilities as well as commercial facilities of less than Major Shopping Area intensity were recognized as integral parts of this kind of area. Reference to the Generalized Existing Land Use Map - Schedule A of Appendix II illustrates that small scale industries are located here and there, intermingled with other commercial uses, by themselves at the boundary of Planning Units, or separated from the main body of dormitory areas by railways, topographic features, major roads, and the like. It was considered unwarranted to establish use categories for their accommodation, since these were small enough in scale or sufficiently innocuous that their existence, for the most part, had not produced noticeable disruption of the adjacent residential areas. For these reasons it was considered advisable to recognize types of industrial development having limited nuisance features as part of the general residential scene, provided they were restricted by nuisance and location controls so as not to threaten the residential environment of the dormitory areas.

In the case of commercial uses it was recognized that commercial facilities of greater than local intensity could also be a disturbing influence in the dormitory areas. It was therefore concluded that these should be controlled in a fashion somewhat similar to the aforementioned industrial uses. In addition such commercial uses should be encouraged to group together, and with industrial uses when these are included in area development plans.

Residential - Office Areas

These areas were intended to be fairly active in nature and characterized by the harmonious intermingling of office and multiple family dwellings. As such, they differ from ordinary Residential Areas in this respect only, since all uses, and the criteria affecting their location, included in Residential Areas were intended to be included in Residential - Office Areas as well.

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PROPOSALS

The following are the detailed considerations in the application of these structural and functional principles to each of the districts.

Non-Residential Districts

District A

That part of the area within this District which is used by the Pinecrest Cemetery was shown as a Major Open Space Area since it obviously falls within this category as defined. The area proposed for use by the Western Parkway was also shown as a Major Open Space Area in order to give clearer definition to the route of this landscaped driveway. With respect to the remainder of the area, it was assigned a Government Functional Area category since it is federally owned and eventually will contain a federal building complex.

The use areas shown were limited to that portion of District A which lies within the City of Ottawa since the plan was not intended to affect any land beyond the City of Ottawa boundary.

District B

No use category was assigned to this District since it is located wholly within the Township of Nepean.

District C

North of Rideau Canal

All the area lying west of Preston Street, Dow's Lake, and the Rideau Canal in this District is federally-owned land primarily comprising lands of the Central Experimental Farm. It is only partly occupied by federal buildings with the remainder used for experimental crops and the housing of farm animals. Since no agricultural category was established, and the land is federally-owned and used, and further government building development is possible, it was thought best to assign a Government Functional Area category to this land with the exception of the lands to be occupied by the Western Parkway. In this way all the uses presently existing would be protected and flexibility of development assured without difficulty.

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The area east of Preston Street and north of Dow's Lake and the Rideau Canal is now developed in park and was therefore assigned a Major Open Space Area category, as were the lands to be occupied by the Western Parkway.

Between Rideau Canal and Rideau River

The site of Carleton University was shown as a Major Institutional Area.

The area immediately north of Carleton University is presently vacant federally-owned land and since it is proposed as a future government building site it was designated as a Government Functional Area.

The remaining land between the Rideau Canal and the Rideau River is occupied by the Colonel By Driveway, part of the National Capital Commission parkway system.

South of Rideau River

The area shown as a Government Functional Area is now occupied by a government building complex and was thus logically categorized.

The area shown as a Major Open Space Area adjacent to the government building site contains landscaped lands and a well developed park.

The remaining area of District C is the site of the Billings Bridge Shopping Plaza which is now developed as a regional shopping centre, having the attributes of a Major Shopping Area as elsewhere defined in the Amendment, described in Parts B and C.

District D

Almost the whole of this District was assigned a Major Industrial Area category since it was felt that this area was designed for, and will ultimately become, the location for most of the nuisance feature type industry in the City, except for the frontage along Walkley Road which is to be used for prestige industrial sites only. It is well located for this purpose with the major railway marshalling yards located just south of the Walkley Road providing railway services (see Schedule D of Appendix II). The predominating winds are from the north-west, and should carry smoke and odours originating from this area into the Greenbelt lands to the south. Though the area is now generally zoned for this purpose (see Schedule C of Appendix II), only limited develop-

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ment has taken place due to lack of services. This condition should be rectified within a few years with construction of the Green Creek Collector Sewer.

The remaining part of this District is given a Major Open Space category since it is to be occupied by the Eastern Parkway, and the Southern Entrance Freeway, which is proposed to become a landscaped highway entrance into the City.

The use areas shown were limited to that portion of District D which lies within the City of Ottawa since the plan was not intended to affect any land beyond the City of Ottawa boundary.

District E

The bulk of this District is shown as a Major Industrial Area since it was considered to be similar to District D considering railway services available (see Schedule D of Appendix II), the bulk of the area in the same geographic orientation to the predominating north-west wind and the Greenbelt and the pattern of existing zoning (see Schedule C of Appendix II). However, only that portion of this industrial area generally east of St. Laurent Boulevard and Russell Road was intended for use by industry with nuisance features. The area generally west of these roads containing the Coventry Road, Tremblay Road, and Belfast Road NCC Industrial Subdivisions, the future railway station complex, the Industrial Avenue industrial development, and other smaller, privately-owned parcels related to these major elements of this area, does not enjoy a geographic orientation similar to the previously described areas and was therefore intended as an area of limited nuisance industry. Though some residential development is presently located within this area along Avenues H to U, it is so completely isolated by potential industrial development and lacking in community facilities that it was considered advisable to allow its eventual absorption into the industrial area.

That portion of District E shown as a Government Functional Area is comprised of vacant land held by the federal government and land occupied by the R.C.M.P. National Headquarters Building. Since further government building is proposed for the vacant lands, it was considered advisable to assign it this category.

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The remaining area of this District, which is to be occupied by the Eastern Parkway, was assigned a Major Open Space category in order to give clearer definition to the route of this landscaped driveway.

District F

All of this District is occupied by the operational activities of the Rockcliffe Airport and the NRC, and was therefore assigned a Government Functional Area category. Should Rockcliffe Airport eventually contain another government building complex, this category would still be appropriate.

Uplands Airport

This area, containing most of Uplands Airport is located both in the City of Ottawa and the Township of Gloucester but lies completely within the Greenbelt. For this reason it was excluded from the district organization, and has been logically designated as a Government Functional Area since a Greenbelt category was not established, and the function of the area is primarily governmental.

Residential Districts

The following are the detailed considerations respecting non-residential areas in the Residential Districts, the residual areas of these districts, by implication, having a generally residential character.

District 1

The Major Open Space Area at the Ottawa River in this District was intended to show the general area of Britannia Park - Re-oriented. With the Deschenes Freeway (see Schedule A of Chapter III) proposed to

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sever the existing Britannia Park (see Schedule A of Appendix II), it was considered advisable to develop the park entirely on the north side of the Freeway. The other Major Open Space Area in this District located south of the Queensway forms part of the NCC Western Parkway.

The Major Industrial Area and the Major Shopping Area in this District are located adjacent to the Queensway and form part of the Pinecrest Interchange Commercial - Industrial Area. Due to the strategic location of this interchange area, and its relation to the Queensway, it was considered advisable to protect the area for development by industry having limited nuisance features and by a regional shopping area.

District 2

The Major Open Space Area shown in this District is comprised of the rights-of-way of the NCC Ottawa River and Western Parkways, part of the Woodroffe - Queensway interchange area, a proposed passive park area, the Britannia Yacht Club and the new City of Ottawa Water Filtration Plant, all of which were considered logically included in this kind of category.

The Major Industrial Area shown in this District forms part of the Pinecrest Interchange Commercial - Industrial Area (see District 1 above).

The Major Shopping Area shown in this District is comprised of two shopping centre sites. The Carlingwood Shopping Centre north of Carling Avenue is a well developed regional shopping facility having all the attributes previously discussed. The shopping centre site directly across the street, though presently vacant, is zoned for such a purpose (see Schedule C of Appendix II), and when developed could only serve to intensify the regional shopping nature of this area.

District 3

The Major Open Space Area shown along the Ottawa River in this District forms part of the NCC Ottawa River Parkway, and the other area of this category located at the south-east corner of this District is a passive federal park known as Hampton Park. The municipal playground adjacent to this park was excluded from the Major Open Space Area since its function is local in nature and therefore considered to be part of Planning Unit 3a.

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The Major Industrial Area and the Major Shopping Area of this District form part of the Kirkwood Interchange Commercial - Industrial Area. As in the case of the Pinecrest Interchange Commercial - Industrial Area, this interchange area is similarly related to the Queensway and was established therefore on a somewhat similar basis (see District 1 above). In general the land is now appropriately zoned (see Schedule C of Appendix II) and partly developed with uses included by the designated categories (see Schedule A of Appendix II).

The land shown as a Major Shopping Area in this District is the site of the Hampton Park Shopping Centre, which by itself is not regarded as a regional shopping facility, but which in association with the Westgate Shopping Centre south of the Queensway in District 4 was considered to constitute part of the Major Shopping Area shown on the Plan of Land Use.

District 4

The rather lineal portion of the Major Open Space Area of this District forms a part of the NCC Western Parkway and includes the remaining lands of the Woodroffe-Queensway Interchange Area mentioned in District 1, while the more rectangular portion of this Major Open Space Area includes the Carlington Park Site, land occupied by the City of Ottawa Reservoir, and the NCC Western Parkway as it enters the Central Experimental Farm area.

The Major Industrial Area and the Major Shopping Area shown in District 4 form the remaining parts of the Kirkwood Interchange Commercial - Industrial Area, and were therefore established on the same basis as in District 3. In the case of the Major Industrial Area it was thought advisable to include the south quadrants of the Maitland - Queensway Interchange since this portion of the Kirkwood Interchange Commercial - Industrial Area is related to this facility.

The Major Institutional Area shown in this District involves the land of the Royal Ottawa Sanatorium and the Ottawa Hydro Electric Commission. These might have been included in the Major Shopping Area to permit its expansion, but it was considered advisable to assure the less active use of this land by designating it in this way.

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OTTAWA PLANNING AREA

District 5

This District is located entirely in the Township of Nepean.

District 6

The lands shown as a Major Open Space Area in this District form part of the NCC Ottawa River Parkway.

The Government Functional Area of this District is the site of Tunney's Pasture - a government building complex.

The Major Institutional Area shown in this District is the site of the Ottawa Civic Hospital and it was considered advisable to protect its use in this way.

The Major Industrial Area shown in this District is associated with the location of the CPR Prescott Subdivision Railway (see Schedule D of Appendix II) and the Southern Entrance Freeway (see Schedule A of Chapter III). It was considered advisable to buffer the residential areas to the west from the impact of this highway - railway element, and since it is related to a similar area on the east of this circulation element, and is now predominantly used for industrial purposes (see Schedule A of Appendix II), it was assigned this category as part of this whole industrial complex.

District 7

The largest of the Government Functional Areas shown in this district is comprised of all the land adjacent to the Ottawa River north and west of Wellington Street and Sussex Drive, with the exception of the area occupied by the Chateau Laurier Hotel. This area is presently occupied by the Parliament Building Complex, other government or nationally significant buildings, the French Embassy and landscaped areas owned by the federal government. Since most of the land is in federal ownership and proposed to be integrated into an overall government development of buildings and landscaped areas, it was considered appropriate to deal with it under this one category which would embrace all the proposed functions.

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The other Government Functional Area shown in this district is comprised of the area lying south of Laurier Avenue to Lisgar Street between the Rideau Canal and Elgin Street except for lands occupied by the Ottawa Teachers' College. This area is at present occupied by the National Defense Headquarters and is proposed to be redeveloped with uses associated with Canadian cultural and national activities, such as a national aquarium, and botanical gardens.

The Central Area was established on the basis of a land and floor space use study (see Schedule A of Chapter II), the impact of thoroughfares (see Schedule A of Chapter III), and what was considered to be an adequate area for expansion, considering the explanation of the Central Area category as outlined on page 6 of this part.

The Residential - Office Area south of the Central Area was designated due to evidence of a trend to establish office uses in it which are associated with the Central Area and related to the access roads connecting the Queensway to the business heart of the City (see Schedule A of Appendix II). It was felt, however, that this area could not be dissociated from the adjacent Planning Units since the general dormitory function of the area would also continue, taking the form of higher multiple family dwellings, intermingled with the office uses. The Residential - Office Area north of the Central Area was considered to be similar in function to the one mentioned before, but different in character. Here the mixture of uses is likely to be more complex with government buildings, embassies, City Hall, institutions, some commercial activity, and perhaps some residential uses sharing the same general environment. Additionally, it was understood that the NCC had purchased all of the frontage along Sussex Drive in this area as a preliminary to the establishment of the Mile of History. For these reasons, this area was dissociated from the adjacent Planning Units of Lower Town at the Macdonald-Cartier road, but assigned a Residential - Office Area category to embrace the range of uses that were considered acceptable in the area under these circumstances. The remaining Residential - Office Area in this district, located west of the Central Area, is the result of a recent expropriation by the federal government of a large area in this vicinity for the purpose of establishing a new government and office building complex. A comprehensive development plan for the area is still under consideration, but studies indicate that a mixture of government and private offices as well as some residential uses may be located in the expropriated and adjoining areas. For this reason the more flexible Residential -

APPENDIX II
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Office category was selected for the whole of the area, and, as was the case for the Residential - Office Area north of the Central Area, it was omitted from the Planning Unit organization. Generally, the area may be described as bounded on the west by the existing shore line of the Ottawa River and the Scott-Wellington intersection with the Southern Entrance Freeway, on the north by the Ottawa River Parkway, on the east by the rock bluff of Nanny Goat's Hill, and on the south by the rear lot line of the properties on the north side of Primrose Avenue.

The Major Industrial Area west of Preston Street adjacent to the railway forms part of the industrial complex and was established for similar reasons. At present, industry is generally located adjacent to the railway (see Schedule A of Appendix II) but it was considered advisable to extend the industrial area to Preston Street in order to provide adequate access and a logical boundary between the industrial area and the residential areas to the east. The remaining industrial areas in this District are lands occupied by the E. B. Eddy Company and are excluded from the recent Government expropriation. Thus, the Chaudiere and Albert Islands will continue to function as an industrial complex and have therefore been included in this category.

The Major Institutional Area located just east of the Rideau Canal in this district is the general area now being assembled by the Ottawa University for its campus.

The remaining non-residential land in this District is included in the Major Open Space category and includes the grounds of Rideau Hall, the connection of the Western Parkway along the shore of Nepean Bay and through the Lebreton Flats to Wellington Street and Victoria and Amelia Islands and the Richmond Landing peninsula, which are to be developed in a landscaped fashion and an historic site in connection with the Ottawa River Parkway.

District 8

The Major Open Space Area shown in this District and located north of the Rideau Canal is that portion of Lansdowne Park which is developed as a concentrated fair grounds, exhibition grounds, and sports area. Though the site is less open than would usually be

APPENDIX II
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expected of an area assigned this category, it was considered advisable to demonstrate and protect its public use function in this way. As in the case of the recreation area adjacent to Hampton Park in District 3, the recreation area just north of Lansdowne Park was considered to be part of Planning Unit 8b. The other Major Open Space Area shown located between the Rideau Canal and the Rideau River is a major recreation area known as Brewer Park.

The Government Functional Area shown between Carling Avenue and the Queensway in this District is a concentrated government building complex, and was considered large enough in size to isolate in this way.

The Major Industrial Area shown immediately west of the above Government Functional Area is the remaining portion of the industrial complex mentioned in Districts 6 and 7, and was established for the same reasons. Though it extends further east than its counterpart north of the Queensway, it was considered advisable to discourage remnant residential development which would be isolated from community facilities ordinarily found in Planning Units.

The Major Institutional Area shown between the Rideau Canal and the Rideau River is comprised of the sites of a private college and a seminary which together are considered large enough in size and scale to form a significant use area of this kind. The Major Institutional Area located adjacent to the Queensway is the site of the Eastern Ontario Institute of Technology.

District 9

The Major Open Space Area in this District is a portion of Rockcliffe Park and part of the NCC Rockcliffe Driveway. The use areas shown were limited to that portion of District 9 which lies within the City of Ottawa.

District 10

The Major Open Space Area shown in this District is land used by the Beechwood Cemetery. The use areas shown were limited to that portion of District 10 which lies within the City of Ottawa.

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District 11

The Major Open Space Area located south of Hemlock Road and west of St. Laurent Boulevard in this District is land occupied by the Beechwood and Notre Dame Cemeteries. The lineal portion of the Major Open Space Area of the District located east of St. Laurent Boulevard is the right-of-way of the NCC Eastern Parkway, while that part of this area located generally north of Sandridge Road contains a portion of Rockcliffe Park, the connecting links of the NCC Rockcliffe Drive and Eastern Parkway, and the RCMP Riding Academy. Though the academy is partly developed in buildings, they are located in a park-like setting, and the site was considered to be a part of the overall open area. The remaining Major Open Space Area adjacent to the Rideau River is land owned by the federal government which is intended for general landscaping in connection with the river and River Road.

The Major Institutional Area north of Montreal Road in this District is the site of the St. Louis Marie de Montfort Hospital, while the other Major Institutional Area south of Montreal Road is a large seminary site.

The Government Functional Area in this District located between the NCC Eastern Parkway and the seminary is land which is occupied by Central Mortgage and Housing Corporation and National Resources Forest Products Laboratories of Canada. In the case of these and the seminary lands the complete holdings in the City of Ottawa were handled in this non-residential fashion, even though there may be the eventual possibility of their partial development for residential purposes. However, it was felt that such a development could be the subject of an amendment with the usual considerations regarding services, community facilities, and Planning Unit organization.

Districts 12 and 13

These Districts lie completely in the Township of Gloucester.

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District 14

The Major Open Space Area in this District, adjacent to the Rideau River and west of Riverside Drive, is federal land and is intended as a future major recreational area, while the other Major Open Space Area in the District forms part of the right-of-way of the NCC Eastern Parkway.

The Major Institutional Area shown in this District lies between Riverside Drive and the C.N.R. Beechburgh Subdivision. The land is presently owned by Ottawa University and will likely be developed for university purposes.

The small Major Industrial Area shown in this District was considered as associated with the industrial complex of District E. Topographically it is separated from the Planning Units to the east and is now zoned for such purposes (see Schedule C of Appendix II).

District 15

The Major Open Space Area shown in this District adjacent to the Rideau River is federally owned land which is intended for general landscaping in connection with the river and Riverside Drive, while the Major Open Space Area bounding Planning Units 15a to 15e forms part of the NCC Eastern Parkway. The remaining Major Open Space Area in this District forms part of the land held by the federal government for general landscaping purposes in connection with the Southern Entrance Freeway (see Schedule A of Chapter III).

The Major Institutional Area immediately north of Kilborn Avenue in this District is land presently occupied by a seminary. South of Smyth Road, the Major Institutional Area shown is intended for use as a general hospital site. North of Smyth Road, that portion of the remaining Major Institutional Area in the District lying east of Alta Vista Drive is presently occupied by the Tri-Service Hospital, while that portion lying west of Alta Vista Drive contains an NCC tree nursery, a church, and part of an OHEPC right-of-way. It was considered advisable to include this last mentioned portion in the Major Institutional Area category to provide flexibility in the development of the tree nursery lands either for use by an institution, or extension of the existing church. Should the church use expand to the northerly limit

APPENDIX II
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of Smyth Road, this portion of the Major Institutional Area might be included in the Residential category by an amendment to the plan. At the present time, however, due to the isolated character of the church site, in this particular case it was considered advisable to include it in the Major Institutional category even though the general rule is to include churches in the Residential category.

The Major Industrial Area shown in this District was considered to be a lineal extension of District D along Bank Street. The area is now occupied primarily by industrial uses (see Schedule A of Appendix II), will continue to receive rail service (see Schedule D of Appendix II), and was considered somewhat isolated from the adjacent Planning Unit development.

District 16

The Major Open Space Area shown on the west bank of the Rideau River in this District is federally owned land intended for landscaping purposes in connection with the river and the Government Functional Area. The peninsula tip formed by the Rideau Canal and the Rideau River is now developed in connection with Hog's Back Park area. The Major Open Space Area on the east bank of the Rideau River contains the Mooney's Bay recreational area. The remaining lands shown as Major Open Space Area are lands held for general landscaping purposes in connection with the Southern Entrance Freeway, the NCC Eastern Parkway and the Rideau River.

The Government Functional Area is federally owned land intended for development as a federal government building complex.

The Major Institutional Area shown in this District is the site of an expanding seminary.

District 17

The Major Open Space Area in this District shown adjacent to the Greenbelt boundary is the land now occupied by the Ottawa Hunt and Golf Club, and was so designated to assure its continued use in this way since it was considered advisable to buffer the Planning Units in the area from the airport operation to the south. The other Major Open Space Area shown is comprised of land which forms part of the NCC

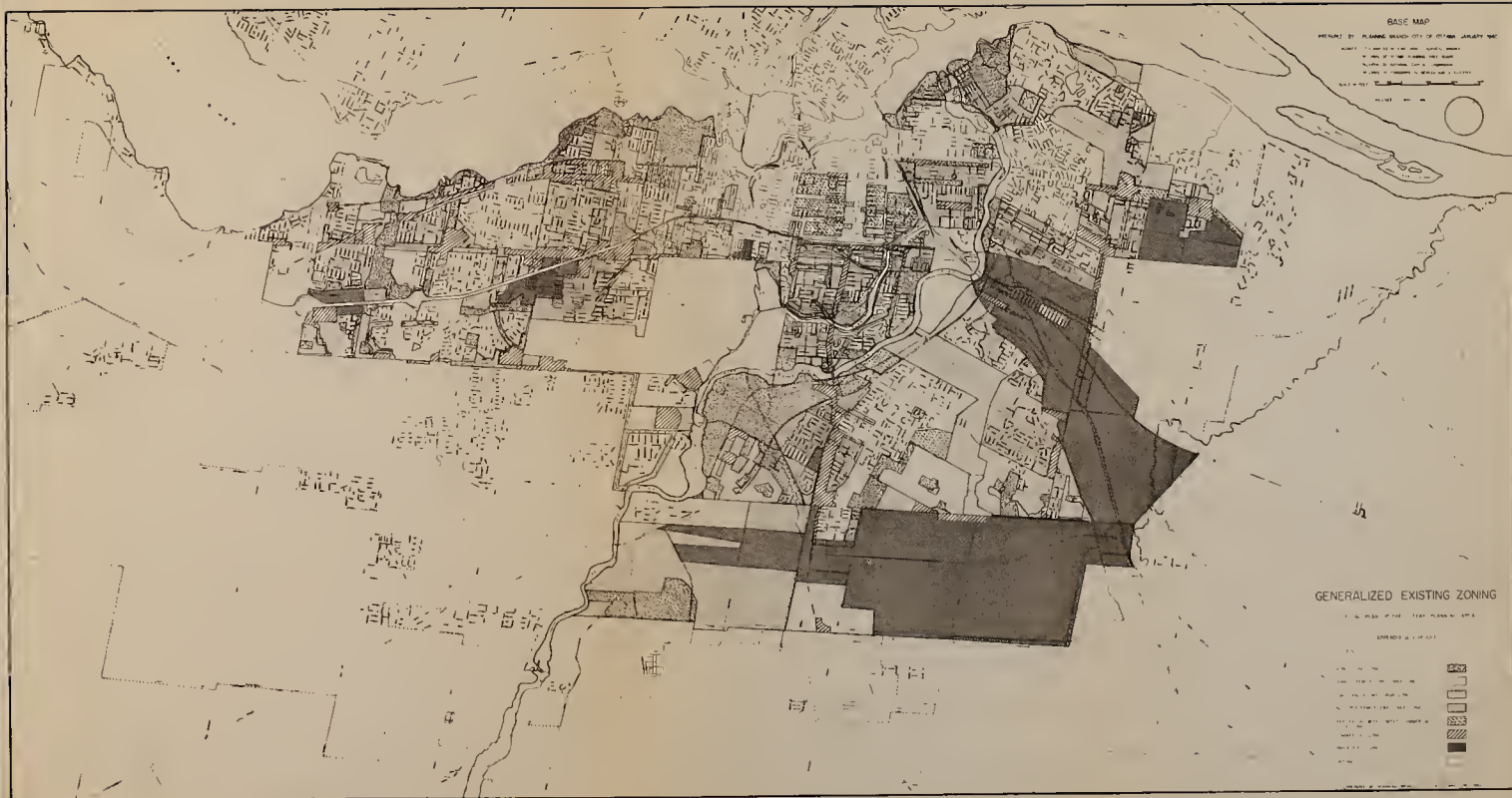
APPENDIX II
PLAN OF LAND USE
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Eastern Parkway, and land held for general landscaping purposes in connection with the Southern Entrance Freeway.

The Major Industrial Area is land owned largely by the National Capital Commission and proposed for development as an industrial park with prestige industrial sites only.

The area identified as Subject to Airport Requirements was generally considered to be land which was suited to non-residential uses only because of the impact of the airport operation. It was therefore set aside from the Planning Unit organization.





Zoning



OFFICIAL PLAN

OF THE

OTTAWA PLANNING AREA

CHAPTER III

PLAN OF ROADS

OTTAWA PLANNING AREA BOARD

CHAPTER III
PLAN OF ROADS
OTTAWA PLANNING AREA

The following right-of-way categories are established:

	<u>Minimum Width</u>
Freeway	180'
Primary Arterial	100'
Secondary Arterial	86'
Major Collector	66'
Minor Collector	66'
Parkway	Unspecified
Pedestrian Way	Unspecified

CHARACTERISTICS AND FUNCTIONS OF RIGHTS-OF-WAY

Freeways

The freeways should be designed as limited access and dual lane to act as high volume inter-urban arteries.

CHAPTER III
PLAN OF ROADS
OTTAWA PLANNING AREA

Primary and Secondary Arterials

The arterials should be designed to provide for inter-regional movement of heavy traffic volumes, and wherever desirable and feasible, generally should be controlled as to access.

Major Collectors

The major collectors should be designed to permit access to abutting lands and should provide connection between two or more local planning units.

Minor Collectors

The minor collectors should be designed to permit access to abutting land and to provide collector service within residential or industrial planning units.

Parkways

Parkways should be designed as attenuated parks of unspecified width containing controlled access roads.

Pedestrian Ways

Pedestrian ways should be designed to provide pedestrian access in park-like settings and may be combined with vehicular access.

IMPLEMENTATION

The rights-of-way of the roads shown on the map, with the exception of the Parkways, will be acquired through the registration of new plans of subdivision, on the approval of consents to sever by the Ottawa Planning Area Board, by expropriation where necessary, gift or purchase. The rights-of-way of the Parkways will be as provided by the National Capital Commission, and will vary substantially in width depending upon local conditions.

Minor collectors within the planning units shown in Schedule B of Appendix II, will be the subject of further study and may be designated in future amendments to this Amendment.

Pavement width and thickness will be as required by the individual municipality, but generally all roads shown from major collectors

CHAPTER III
PLAN OF ROADS
OTTAWA PLANNING AREA

through to Freeways should progress to greater pavement width and heavier construction. Minor collectors may also be to a higher standard of pavement width and construction than local streets.

New subdivisions will be designed to affect as little interruption as possible to traffic flow on arterial roads.

Minor and major collectors outside the City of Ottawa are not shown on the map, Schedule A of Chapter III and Schedule B of Chapter III, and may be the subject of further amendments depending upon the municipalities concerned.

The Ottawa-Hull Area - Transportation Study is presently underway, and upon completion of this study, amendments to this Chapter may be necessary to adjust the Plan of Roads in accordance with the conclusions of the study.

INTERPRETATION

The locations of the rights-of-way as shown on the map are to be interpreted as indicating the need for major facilities and not as the exact locations, particularly where they do not follow existing rights-of-way. The exact locations of the rights-of-way and major interchanges will be the subject of further detailed design at or before the construction stage, and after completion of the transportation survey. The locations will be fixed from time to time as required by the municipalities, in accordance with the intent of this Amendment.

Where a one-way street couplet replaces a two-way arterial, the existing widths of the two streets shall be considered as complying with the intent of this Amendment.

Pedestrianways are not to be considered as providing access for equestrians.

Interpretation of this part of the Amendment is to be made in the light of information contained within all Chapters of the Official Plan.

This part of the Amendment shall be known as the "Plan of Roads".

BASE MAP

PREPARED BY PLANNING BOARD CITY OF TAMPA, JANUARY 1960

BASED ON MAP OF 1958 AND 1959, TAMPANORAMA
 RECORDS OF OFFICE PLANNING AND DESIGN
 RECORDS OF OFFICE PLANNING AND DESIGN
 RECORDS OF OFFICE PLANNING AND DESIGN

SCALE OF 1:25,000
 1" = 1/4 MILE

OFFICE CONSOLIDATION DECEMBER 1960

1. CITY OF TAMPA, FLORIDA
 2. PLANNING AND DESIGN
 3. RECORDS OF OFFICE PLANNING AND DESIGN

APPENDIX NO. 1
 OFFICIAL PLAN OF THE OFFICE PLANNING AREA

PLAN OF ROADS

CHAPTER 10, SCHEDULE 1

LEGEND	
EXISTING	
NEW	
RECONSTRUCTION	
WIDENING	
REPAIRS	
RECONSTRUCTION	
WIDENING	
REPAIRS	
RECONSTRUCTION	
WIDENING	
REPAIRS	

PLAN OF ROADS

CHAPTER 10, SCHEDULE 1

LEGEND	
EXISTING	
NEW	
RECONSTRUCTION	
WIDENING	
REPAIRS	
RECONSTRUCTION	
WIDENING	
REPAIRS	
RECONSTRUCTION	
WIDENING	
REPAIRS	

1. CITY OF TAMPA, FLORIDA
 2. PLANNING AND DESIGN
 3. RECORDS OF OFFICE PLANNING AND DESIGN

APPENDIX NO. 1
 OFFICIAL PLAN OF THE OFFICE PLANNING AREA

PLAN OF ROADS

CHAPTER 10, SCHEDULE 1

LEGEND	
EXISTING	
NEW	
RECONSTRUCTION	
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1. CITY OF TAMPA, FLORIDA
 2. PLANNING AND DESIGN
 3. RECORDS OF OFFICE PLANNING AND DESIGN

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PLAN OF ROADS

CHAPTER 10, SCHEDULE 1

LEGEND	
EXISTING	
NEW	
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WIDENING	
REPAIRS	
RECONSTRUCTION	
WIDENING	
REPAIRS	
RECONSTRUCTION	
WIDENING	
REPAIRS	

APPENDIX III
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The present Official Plan of Highways, Parkways and Railways, approved in 1953, was reviewed in the light of development and changed conditions over the intervening years, and has been found to be excessive in some of its provisions, inadequate in others, and physically or economically unfeasible of total achievement in its present form. This plan implemented many of the suggestions contained in the Greber Report.¹ However, no other aspects of Greber's Report of urban development were supported by an official plan, and in the interim, certain aspects of the plan proposed by Greber were not always considered appropriate or adequate in detailed design and were not physically implemented. Additionally, federal thinking and policy has changed to a degree respecting the Greber proposals. For these reasons, it is considered that the present Official Plan of Highways, Parkways and Railways should be revised completely.

Land Use and Urban Renewal Studies were conducted by the City of Ottawa, and in the development of the Plan of Roads, the total region in which the City of Ottawa is located was considered. It was decided that the main area of concern was the area within the inner limits of the Greenbelt, established by the Federal Government, and forming a semi-circle outside the boundaries of the City of Ottawa, within which major urban development should take place. However, it was considered that the Amendment should include the total Planning Area, insofar as Freeways, Parkways and Arterials are concerned.

Consideration was given to existing and future major developments within the Ottawa Region, and to the relationship of the region to the connecting highway systems in the Provinces of Ontario and Quebec.

¹Jacques Greber, Plan for the National Capital, General Report, Ottawa, King's Printer, 1950.

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In an effort to standardize and clarify the terminology of right-of-way designations, seven classifications were established: Freeway, Primary Arterial, Secondary Arterial, Major Collector, Minor Collector, Parkway and Pedestrian Way. These classifications coincide with the urban classifications set up in a Manual on Geometric Design Standards for Roads and Streets in Canada, now in draft form, being prepared by the Canadian Good Roads Association for adoption in Canada, except for the Parkway and Pedestrian Way classifications which are peculiar to the Capital City only. These classifications were established in consultation with the Ontario Department of Highways, the National Capital Commission, the Director of Traffic Engineering Services of the City of Ottawa and representatives of De Leuw Cather and Company of Canada Limited, Consultants on the Queensway.

The local streets not classified above and the minor collectors will be the subject of further study of the local requirements of the Planning Units mentioned in the Appendix to the Plan of Land Use, and are not designated on the map.

FREEWAYS

Minimum Width 180'

Character

The freeways should be designed as limited access and dual-lane highways for optimum mobility and minimum conflict, providing free traffic flow and connection to other freeways and arterials.

Function

Freeways are designed to act as high volume interurban arteries to provide direct connection between the City and other urban areas or major provincial highways, recognizing that the bulk of interurban traffic does not by-pass the City, and that these arteries should be carried through the City without interference from local traffic. Three freeways are proposed, providing access from the east, west, north, south and south-west. Development to the south-east, present and future, is limited and access is considered to be adequately provided by other types of arterials.

Route Details

1. Deschenes

This route is proposed to provide a direct connection between Highway 401 and Toronto via Highway 16, Bompas Road, the C.P.R. right-of-way (to be

APPENDIX III
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OTTAWA PLANNING AREA

abandoned and a new inter-provincial connection to Quebec, via the proposed Britannia-Deschenes Bridge across the Ottawa River. This new connection should act as a by-pass for traffic between Quebec and Ontario not requiring to enter the City, while providing good connection into the City at interchanges with the Queensway, the Ottawa River Parkway and other arterials.

2. Southern Entrance (Highway 31)

Relocated Highway 31, connecting to Bronson Avenue, George Dunbar Bridge and a proposed highway along the C.P.R. Prescott Subdivision, provides the major southerly approach to the City with direct connection from the St. Lawrence Seaway and the United States. It provides a new inter-provincial connection to Quebec via a proposed new bridge across the Ottawa River, and also provides access to Uplands Airport.

3. Queensway (Highway 17)

The Queensway forms an integral part of the Trans Canada Highway, via Highway 17, providing swift, limited but direct access to all parts of the City, and a direct route for east-west traffic in the City to and from other parts of Eastern and Northern Ontario and Montreal in particular.

PRIMARY ARTERIALS

Minimum Width 100'

Character

The arterials should be constructed primarily for moving heavy traffic volumes, with land access secondary, and to provide uninterrupted flow of traffic except at signalized intersections. Ideally, they should connect only to freeways, arterials, collectors and parkways.

Function

The arterials should be constructed primarily for moving heavy traffic volumes, and land access should be secondary. They should provide a minimum of interruption to flow of traffic and ideally, should connect to Freeways, Arterials, Collectors and Parkways. While traffic access to abutting property should be discouraged, the arrangement of lots on abutting property and the access thereto will be dependent largely upon the form of nearby development.

APPENDIX III
PLAN OF ROADS
OTTAWA PLANNING AREA

Route Details

1. Outer Distributor Road

This route is proposed to encircle the City on the south side so as to provide a link to the other primary arterials and hence to all parts of the City without unnecessary in-City travel. This route lies wholly outside the City near the outer limits of the Greenbelt and is the Bypass Route proposed in the Greber Report. The route shown on the map is very approximate.

2. Pinecrest - Greenview

An arterial designed to provide connection between the Base Line Road and the Deschenes Freeway.

3. Woodroffe

An arterial designed to provide connection between the present Highway 16 and the Queensway.

4. Riverside Extended

A route to provide ready access to the City from the north and south, by-passing the Central Area, and to assist in moving traffic from the major Government functional area at Confederation Heights. The route connects Heron Road, Riverside Drive, Smyth Road, C.P.R. right-of-way (to be abandoned) and the MacDonald-Cartier Bridge to the Province of Quebec.

5. Canal Road

A major arterial from the Riverside-Station Interchange, crossing the Rideau River and interchanging with the Queensway, through the Central Area via the abandoned railroad right-of-way along the Rideau Canal and the Alexandra Bridge to the Quebec Boundary.

6. Highway 31 - Conroy-Station

A major arterial connecting the Southern Entrance Freeway in the south through the Walkley Road industrial area, joining with Industrial Avenue at the Riverside-Station Interchange, which is subject to detailed study.

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7. King Edward

A major north-south connection skirting the Central Area between Rideau and Riverside Extended, and connecting with the Queensway via a one-way couple formed by King Edward and a route east of King Edward.

8. Russell-St. Laurent

An arterial providing ready access between the easterly part of the City and the north-east and south-east, connecting with a number of east-west arterials to the centre of the City, and proceeding north over a future bridge over the Ottawa River to the Province of Quebec.

9. Base Line-Heron-Walkley

The prime function of this arterial is to assist in moving traffic from the Government functional area at Confederation Heights, but it is additionally desirable to provide easy access across the whole of the southerly part of the City, intersecting with the primary south-west, south and south-east arterials from Highway 15 to the Russell Road.

10. Carling

An arterial providing access between the west at Highway 17 and the central part of the City and Bronson Avenue, in such a location as to give support to the Queensway, and to assist in moving traffic to and from the Government functional area east of Preston Street.

11. Richmond-Scott

An arterial providing access between Highway 15 and the Central Area and assisting in moving traffic from the Government functional area at Tunney's Pasture.

SECONDARY ARTERIALS

Minimum Width 86'

Character

The character of secondary arterials is identical with that of primary arterials, as applied to routes of somewhat lesser importance. Pavement widths may be less and traffic control equipment less extensive.

APPENDIX III
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Function

Secondary Arterials in general should perform functions similar to, but of less importance than, those of the primary arterials.

Route Details

1. Woodroffe

A connection between the Queensway Interchange and Richmond-Scott in the westerly part of the City. At Carling Avenue the Woodroffe offset is minimized by dual use of Woodroffe and Fairlawn-Lenester.

2. Clyde-Maitland-Sherbourne

A north-south arterial in the westerly part of the City connecting Merivale Road to the Ottawa River Parkway at Leafloor Avenue.

3. Merivale

A north-south connection in the westerly part of the City between present Highway 16 and Carling Avenue.

4. Highway 16-Fisher-Parkdale

A north-south arterial between the present Highway 16 and Scott Street to serve the area of the City immediately west of the Rideau River and to assist in moving traffic from the Government functional area at Tunney's Pasture.

5. Riverside

A north-south arterial immediately east of the Rideau River between Manotick and Heron Road in the southerly part of the City, designed to assist in moving traffic to and from the Government functional area at Confederation Heights. At its southerly end this route may follow a proposed ring route shown on the draft Official Plan for the Manotick Area, presently being prepared.

6. Connection Highway 16 to Riverside

A connection between Highway 16 and Riverside Drive across the Rideau River. This connection is a joint Parkway-Secondary Arterial.

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7. Bronson-Booth

A north-south connection between the main southern entrance to the City and the Chaudiere Bridge, skirting the Central Area. Details of the design for the connection between Bronson and Booth is subject to further detailed study.

8. Bank

A north-south connection in the southern part of the City between Highway 31 and Riverside Drive.

9. Sussex

Access to and from the Central Area at Wellington Street and the Canal Road for the north-east part of the City and a processional route between Government House and Confederation Square.

10. Bearbrook

North-south access between the Outer Distributor Road and Blackburn Hamlet.

11. Blair-Skead

A north-south arterial outside the easterly part of the City between Innes Road and Montreal Road, interchanging with the Queensway.

12. Hunt Club

An east-west connection at the southerly edge of the City giving access to the Walkley Road industrial area from Riverside Drive to Russell Road.

13. Walkley

A connection between residential districts in the southerly part of the City from Riverside Drive to Heron Road.

14. Meadowlands-Hog's Back-Brookfield

An east-west arterial providing connection across Nepean Township at Woodroffe and the southerly part of the City to Highway 31 and assisting in moving traffic to and from the Government functional area at Confederation Heights.

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15. Richmond

An arterial to provide a connection between the Base Line Road and Carling Avenue for inter-municipal traffic between Bell's Corners and Ottawa.

16. Carling-Smyth

Access between the Central Area and the south-east from Bronson Avenue via Carling Avenue, O'Connor Street, Fifth Avenue, Mutchmor Road, Main Street, Smyth Road to St. Laurent Boulevard.

17. Industrial-Innes-Blackburn

Access between the Queensway at the Riverside-Station Interchange and the eastern industrial area, between the City of Ottawa and the area to the east, particularly Blackburn Hamlet and providing a connection with the Outer Distributor Road in Gloucester Township.

18. Somerset-Donald-Ogilvie

Access between the Central Area and the west at Highway 31, skirting the Central Area and extending to Blair Road on the east to assist in moving traffic to and from the Government functional area, National Research Council Laboratories, Montreal Road. The bridge at the Canal is to be located not at Somerset Street, but in a location nearby in such a manner as to maintain the continuity of this Secondary Arterial, while affecting the Ottawa University Medical Building as little as possible.

19. Wellington-Rideau-Montreal

Access east-west through the Central Area from Highway 31 on the west to the Queensway on the east, to provide secondary access to and from Highway 17 in the east and to assist in moving traffic to and from the Government functional area, National Research Council on Montreal Road.

MAJOR COLLECTORS

Minimum Width 66'

Character

The major collectors should be constructed to give equal importance to traffic movement and land access, allowing interrupted flow of traffic.

Function

The function of a major collector is to provide connection between two or more local planning units, either residential to residential, or industrial to

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industrial. The major collectors form part of the minor street system. Ideally they should liaise between arterials, collectors and local streets.

Route Details

1. Churchill

An important north-south residential collector between Carling Avenue and Scott Street.

2. Kirkwood

A north-south residential collector, providing a truck route between Merivale Road and Wellington Street.

3. Merivale

A north-south connection between Carling Avenue and Island Park Drive.

4. Prescott Highway-Preston

A north-south collector providing an entrance to the City, reduced in importance with the use of Fisher and Woodroffe as entrances from the south, between Fisher Avenue via Borden Side Road, Prescott Highway, Preston Street and Wellington Street.

5. McCarthy

An important future north-south residential collector between Hunt Club Road and the Airport and Walkley Road.

6. Bronson

An important mixed traffic artery between Bronson-Booth and Queen Street.

7. Lyon

A downtown collector between Fifth Avenue and Wellington Street.

8. Kent

A downtown collector between Chamberlain Avenue and Wellington Street.

9. Bank

An existing commercial connection between Riverside Drive and Wellington Street which will remain important when Highway 31 is relocated.

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10. O'Connor

A downtown collector between Carling Avenue and Wellington Street.

11. Metcalfe

A downtown collector between O'Connor Street and Wellington Street via Monkland Avenue and Metcalfe Street, forming a one-way couple with O'Connor Street.

12. Elgin

A downtown collector between Pretoria Avenue and Wellington Street.

13. Truck Route

An alternate truck route between Bank Street via abandoned C.P.R. right-of-way, and the Smyth Road.

14. Riverdale-Main

An important local collector between Bank and Echo Drive.

15. Waller

A downtown collector between the Canal Road and Rideau Street.

16. King Edward

An important collector forming a one-way couple with a route to the east of King Edward and providing a connection from the King Edward Avenue Primary Arterial at Rideau Street to the Queensway.

17. Charlotte

A possible termination route connecting Rideau Street to Wilbrod, Stewart and Laurier, subject to detailed intersection design and possible extension across the Rideau River.

18. Alta Vista

A major residential collector between Bank Street and Riverside-Station Interchange, which is subject to detailed intersection study.

19. Russell

An important north-south residential industrial road between Smyth Road and Industrial Avenue.

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20. St. Laurent

A residential collector between Walkley Road and Smyth Road.

21. Kilborn

An east-west residential collector between Bank Street and Station Blvd.

22. Pleasant Park

An important east-west residential collector between Riverside Drive and St. Laurent Boulevard.

23. Iris-Navaho-Erindale

An important east-west residential collector between Pinecrest Road and Maitland Avenue.

24. Fifth

A residential collector between Bronson Avenue and O'Connor Street.

25. Pretoria

An industrial collector between Bank Street and Elgin Street, forming a one-way couple with Isabella Street.

26. Chamberlain-Isabella

An industrial collector between Bronson Avenue and Elgin Street.

27. Catherine

An industrial collector between Bronson Avenue and Elgin Street.

28. Gladstone

An important mid-town route between Parkdale Avenue and Elgin Street.

29. Richmond-Wellington

An existing commercial connection between Richmond-Scott and Bayview Road which will remain important when the Richmond-Scott connection is completed. The Highway 31-Scott-Wellington-Somerset intersection is subject to detailed study, including a termination for this major collector.

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30. Laurier

An important east-west downtown route between Bronson Avenue and Charlotte Street, possibly to be extended across the Rideau River after detailed study.

31. Slater-Wilbrod

A downtown one-way route between Albert Street and Charlotte Street, forming a one-way couple with Albert-Stewart.

32. Albert-Stewart

A downtown one-way route between Booth and Charlotte Street, forming a one-way couple with Slater-Wilbrod.

33. Queen

A downtown collector between Bronson Avenue and Elgin Street.

34. St. Patrick-Beechwood-Hemlock

An important mixed traffic collector between the Alexandra Bridge and St. Laurent Boulevard

MINOR COLLECTORS

Minimum Width 66'

Character

The character of minor collectors is identical with that of major collectors, as applied to routes of somewhat lesser importance. Pavement widths may be less and traffic control equipment less extensive.

Function

The function of a minor collector is to provide a collector road within a residential or industrial unit, giving access to a major collector or secondary arterial.

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Route Details

These will be the subject of further Plan amendments, to be prepared in conjunction with detailed District and Planning Unit studies.

PARKWAYS

Character and Function

Parkways are attenuated parks containing roads of unspecified width of right-of-way. They are confined in use to non-commercial vehicles and have some restrictions with regard to access.

Route Details

1. The Ottawa River Parkway

East from the proposed Deschenes Freeway which leads to the proposed Britannia-Deschenes Bridge, thence along the south bank of the Ottawa River, across Nepean Bay to the Parliament Hill area.

2. The Western Parkway

(a) From a point near the westerly end of the Ottawa River Parkway, extending southerly and easterly to cross the Rideau River at a point north of the C.N.R. Beechburg Subdivision crossing to connect with the Eastern Parkway;

(b) A branch commencing at a point just north of the Base Line Road where it intersects the main parkway, and extending east to meet the Driveway in the Central Experimental Farm.

3. The Eastern Parkway

From the proposed bridge over the Rideau River east to the vicinity of Albion Road, thence north-east to the City limits and north to the west side of Rockcliffe Airport connecting to the easterly extension of the Driveway through Rockcliffe Park.

(a) East from the Central Experimental Farm along the north and east shores of Dow's Lake and the north and west bank of the Rideau Canal to the Central Area.

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- (b) From Rideau Gate through Rockcliffe Park and along the south bank of the Ottawa River to the R.C.M.P. Barracks.
- (c) From the R.C.M.P. Barracks east along the south bank of the Ottawa River to Green Creek and thence south connecting to the Queensway.

5. Colonel By Drive

From Hog's Back Road north and east along the south bank of the Rideau Canal and Dow's Lake to Bronson Avenue.

6. Echo Drive

From Bronson Avenue east and north along the south and east bank of the Rideau Canal to the Canal Road.

7. Island Park Drive

North from the Driveway in the Central Experimental Farm, crossing Carling Avenue and connecting with the Province of Quebec via Champlain Bridges.

PEDESTRIAN WAY

Minimum Width Unspecified

Character and Function

To provide pedestrian ways in park-like settings.

Route Details

Rideau River Trail

To follow the Rideau River on its west and north banks from the Ottawa River to the future open space area opposite Mooney's Bay (see Schedule A of Chapter II). The concept of this trail includes in part use of local streets.

OFFICIAL PLAN

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CHAPTER IV

PLAN OF PARKS

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AREA

This Amendment shall apply only to that part of the Planning Area lying within the corporate limits of the City of Ottawa.

PURPOSES

The purposes of this Amendment are: to establish a policy for parks and recreation areas situated within the City of Ottawa, for guidance in the development of an overall long range site location program; to reserve City and other publicly owned lands for park purposes; to make most effective use of the "5% Public Purpose" provisions of the Planning Act; to minimize the inconvenience and expense to subdividers and to the City, of the present practice of taking 5% lands, where such lands do not form part of a comprehensive park plan; and to establish the authority to accept cash in lieu of 5% lands in new subdivisions to facilitate the acquisition of private lands for park and recreation purposes.

The plan deals with the location and size of active and passive recreation areas. It is not intended to provide for either development or program for lands herein proposed. Both of these will vary from time to time, depending on a variety of changing conditions which cannot now be forecasted accurately, and which will be determined and carried on by the appropriate City department as need, funds and policy dictate. The plan has been examined and approved by the Federal District Commission, and is in accord with the National Capital Plan.

PROCEDURE

The City of Ottawa was divided into four main districts: West, South, East and Central, generally recognizing physical, social

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and other present and probably future conditions, including a basic program administrative organization. All areas proposed for industrial, commercial or other use, not residential, were determined and deleted for purposes of assessing need. The balance of land, intended for residential uses, and requiring the benefits of public open areas such as parks and playgrounds of various kinds, was then divided into neighborhoods, each approximately one-half mile square. It was considered that this size represented a desirable service area which should be reasonably self-contained insofar as parks and recreation areas are concerned. While size was in general as noted above, specific boundaries for neighborhoods was dictated by such factors as railroads, major traffic arteries, parkways, waterways, industrial and commercial areas, social districts, population density and the location of existing parks, playgrounds, schools and other public and private open areas. This resulted in size varying above and below the basic norm. It will be noted that Federal District Commission Parkways, School sites and certain other large open areas are indicated on the plan. These do not form part of the plan, but are shown to facilitate understanding and implementation. It is proposed to include these other matters in further amendments to the existing Official Plan.

Consideration was given to the basic requirements of each neighborhood, having due regard to present facilities, present and future population size, age, distribution and need. Detailed proposals as shown on the plan, were prepared, providing for these needs. In general, consideration was given to standards recommended by authorities in Canada and the U.S.A., and to general practice in cities generally similar to Ottawa. These standards were adapted to local conditions, which are characterized by Ottawa being the Nation's Capital, and being endowed with a wealth of large public open areas and facilities, extensive parkways, and numerous waterways particularly suited to and in process of development for public use and enjoyment, and further characterized by an extreme shortage of local neighborhood facilities. These standards were designed to serve four basic needs, namely: quiet passive recreation at neighborhood level for all ages; active recreation at neighborhood level primarily for pre-school and school age; active recreation for young adults and adults at district level; and major combined active and passive recreation areas at city level.

Standards, adapted for Ottawa, were established in terms of population and were applied to the anticipated future population for each neighborhood insofar as gross requirements were concerned.

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The gross areas were then reduced to establish a net requirement, by deleting existing park and public open areas, including Public, Separate and High School playgrounds.

Distribution of net areas, where private lands are to be acquired, was not shown on the plan, but was shown merely as an acreage total in each neighborhood. Major park areas vary substantially, and the approximate sizes required were shown to scale upon the plan. The generally accepted "neighborhood concept" with respect to schools was followed where feasible, but due to complications of several school systems, varied size school service areas, and existing school locations, this was not always possible. As policy, future 5% lands, and lands to be acquired in general, will be located centrally in neighborhoods, and adjoining school sites where possible, to permit joint use of facilities, and to minimize provision of excess public land.

PROPOSALS

It is proposed, as shown on the plan, to retain certain existing developed areas; to reserve certain City owned and 5% lands and designate these for park and recreation purposes; to negotiate for purchase, lease or use by agreement, of certain lands owned by government agencies or private persons or concerns; to sell or otherwise dispose of excess 5% and existing park lands; to secure authority to lease lands shown on the plan until required for park purposes; to employ for purchase of park land, the special fund established with monies received from sales of, or accepted in lieu of, 5% lands; and generally to do such things as are necessary to accomplish the purposes of this Amendment No. 2, all in accordance with The Planning Act, 1955.

INTERPRETATION

The boundaries of parks shown on the plan are not to be interpreted rigidly as shown on the map attached hereto. It is intended therefore, that minor adjustments may be made to these boundaries for the purpose of any by-law to implement this plan without the necessity of making formal amendment to the Official Plan, provided that the intent and purpose of the park is maintained. Changes of boundaries that are of a major nature, or where the intent and purpose is being changed or not being maintained will require an amendment to the Official Plan.

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IMPLEMENTATION

It is proposed, immediately, by this Amendment, to designate certain City owned lands and 5% lands for park and recreation purposes as shown on the plan, and from time to time to transfer these lands to the appropriate City department for development. Additional 5% or other City owned lands acquired in the future will be transferred in a similar fashion. Action will be initiated to purchase, lease or otherwise acquire lands shown on the plan but not owned by the City. Action will be initiated to sell, lease or devote to other than park use, existing 5% and park lands not required by this plan.

The foregoing is proposed to be done as the need for site development is shown, as funds for such development permit, and in accordance with The Planning Act, 1955. Proposals respecting purchase, sale, rental, or lease will be referred to the Minister for ratification.

OFFICE CONSOLIDATION
OFFICIAL PLAN OF THE
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SUMMARY OF AMENDMENTS

DECEMBER, 1966

OFFICE CONSOLIDATION
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SUMMARY OF AMENDMENTS

<u>Amendment Number</u>	<u>Details</u>
Official Plan	Plan of Highways, Parkways and Railways for the City of Ottawa and Environs
Amendment Number 1	Nine Revisions of Plan of Highways, Parkways and Railways
Amendment Number 2	Plan of Parks and Recreation Areas for the City of Ottawa
Amendment Number 3	Revision of Plan of Highways, Parkways and Railways - Secondary Artery North of Carling Avenue
Amendment Number 4	Revision of Plan of Highways, Parkways and Railways - Riverside Drive
Amendment Number 5	Withdrawn
Amendment Number 6	Revision of Plan of Highways, Parkways and Railways - Meadowlands Drive
Amendment Number 7	Withdrawn
Amendment Number 8	Withdrawn
Amendment Number 9	Revision of Plan of Parks and Recreation Areas - Neighbourhood S-9
Amendment Number 10	Revision of Plan of Highways, Parkways and Railways - Secondary Arteries North of Walkley Road
Amendment Number 11	Revision of Plan of Parks and Recreation Areas - Neighbourhood W-17
Amendment Number 12	Revision of Plan of Parks and Recreation Areas - Neighbourhood W-9
Amendment Number 13	Revision of Plan of Parks and Recreation Areas W-17
Amendment Number 14	Revision of Chapter IV Plan of Parks - Neighbourhood W-15 (under consideration)
Amendment Number 15	Withdrawn

<u>Amendment Number</u>	<u>Details</u>
Amendment Number 16	Withdrawn
Amendment Number 17	Establishment of Plan Procedures - Chapter I and Establishment of Amendment Number 2, as amended, as Plan of Parks - Chapter IV
Amendment Number 18	Revision of Plan of Parks and Recreation Areas - Neighbourhood E-1 - Porters' Island
Amendment Number 19	Establishment of Plan of Land Use for the City of Ottawa - Chapter II
Amendment Number 20	Replacement of Plan of Highways, Parkways, and Railways by Plan of Roads for the Ottawa Planning Area - Chapter III
Amendment Number 21	Revision of Plan of Parks and Recreation Areas - Neighbourhood S-7
Amendment Number 22	Revision of Chapter I, Plan Procedures - District 17 Boundary
Amendment Number 23	Revision of Chapter III, Plan of Roads - Redefinition of Primary and Secondary Arterials
Amendment Number 24	Revision of Chapter II, Plan of Land Use - Revised Description of the Residential Area
Amendment Number 25	Several revisions of Chapter II, Plan of Land Use
Amendment Number 26	Revision of Chapter I, Plan Procedures - Redefinition of Boundary of Districts 14 and 15 - NOT APPROVED
Amendment Number 27	Revision of Chapter II, Plan of Land Use - Redesignation of Industrial Areas to Residential Areas - Districts 14 and 15 - NOT APPROVED
Amendment Number 28	Revision of Chapter IV, Plan of Parks - Neighbourhood C-10
Amendment Number 29	Establishment of Plan of Land Use and Roads, Township of Torbolton - Chapter V - (under consideration)
Amendment Number 30	Revision of Chapter IV, Plan of Parks - Neighbourhood W-20

